



OFFICE OF THE NATIONAL COMMANDER
NATIONAL HEADQUARTERS
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
MAXWELL AIR FORCE BASE, ALABAMA 36112-6332

17 February 2006

MEMORANDUM FOR ALL CAP REGION AND WING COMMANDERS

FROM: CC

SUBJECT: STCs and Posting of STC Performance Data in Locally Developed Checklists

1. There are several different C-172 180HP conversion Supplemental Type Certificate (STC) modifications that have been accomplished on CAP aircraft. These FAA-approved STCs are aircraft specific. Therefore, the requirements/operating limitations from one of the three 180HP conversion STCs can only be applied to the aircraft that had that particular STC accomplished. In addition to the 180HP conversion STCs, all STCs that change the operating performance of the aircraft must be filed for reference with the POH in the aircraft, as per the FARs. Also, all CAP personnel must comply with the specific instructions listed in every FAA-approved STC for a particular aircraft.
2. There have been some questions concerning the annotation of locally developed or commercially produced aircraft checklists. Some regions or wings may prohibit the use of locally developed or commercially produced checklists because of liability concerns. Whether you use the aircraft manufacturer's checklist or a locally developed/commercially produced checklist, you must comply with the guidance in the aircraft-specific STC. That means the pilot must use all updated performance data/limitations when operating a particular CAP aircraft. For those who do use locally developed or commercially produced checklists, the checklists must contain the manufacturer's POH checklist information (specific to make, model, year and serial number) and, if applicable, appropriate information from the STC flight manual supplement. This will be accomplished in accordance with CAPR 60-1, paragraph 2-1.m.
3. It is a safety of flight as well as a legal issue if we do not have supplemental performance data readily available for the pilot. Please immediately ensure that all guidance in STCs performed on any of your CAP aircraft has been completed and copies of STCs that change the operating performance of the aircraft are filed with the POH in the aircraft. In addition, locally developed or commercially produced checklists (if used) must be updated with all revised performance data/operating limitations from the STC for that specific airplane. Pilots must comply with all operating limitations specified in the POH or as amended in an FAA-approved STC for that particular aircraft.
4. We will continue to work with the FAA, STC providers and aircraft manufacturers to clarify other issues dealing with STCs and will notify you of additional information as it becomes available. Additional questions can be directed to John Sharp at jsharp@capnhq.gov or 334-953-2452.
5. This letter supersedes NHQ CAP/CC letter, 6 May 2004, same subject.

A handwritten signature in dark ink, appearing to read "Antonio J. Pineda".

ANTONIO J. PINEDA
Major General
National Commander

cc:
CAP/CV/CS/IG/EX/DO/LG/XP/GC
CAP Operations Committee
CAP-USAF/CC/CV/XO/IG
CAP-USAF LR/CCs and State Directors